

Air Quality Action Plan Review 2006

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
REDUCING EMISSIONS AT SOURCE					
<p>1. Encourage improved availability of alternative fuels</p>	<p>Summer 2003</p>	<p>a) Originally the plan was to incorporate guidance on developers providing facilities for alternative fuels into the work on the Sustainable Design and Construction Supplementary Planning Guidance. However, work on this guidance was postponed in favour of focussing attention on preparing the Supplementary Planning Document on Energy.</p> <p>b) Provision of electric charging points on the public highway has previously been investigated but was not regarded as feasible.</p>	<p>a) No formal guidance on increasing the growth of refuelling infrastructure in the borough for alternative (low emission) fuels. However, if proposals are submitted to the council for new service stations, the provision of LPG refuelling infrastructure will be encouraged.</p> <p>b) Decision taken to encourage the provision of electric recharging points in suitable developments – e.g. ‘depot’ based business use such as distribution centres. No suitable applications have been submitted where use of electric vehicles and provision of re-charging facilities could be implemented.</p>	<p>a) As reported last year, the current trend is for service stations to be closed down rather than being refurbished and updated with new refuelling pumps etc.</p> <p>According to the LPG Association, there are currently 2 service stations in the borough where forecourt LPG is available – both are BP Connect stations – one is on the Talgarth Road by Hammersmith Flyover and the other is on the southside of Shepherd’s Bush Green.</p> <p>b) No additional comments.</p>	<p>a) Previous comments still stand.</p> <p>b) As reported in 2005.</p>

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
		c) 2004 Biodiesel feasibility study carried out in Brook Green and Avonmore/Addison wards (Clear Zone). The report identified small air quality benefits, but difficulties in vending biodiesel to the public were also identified.	c) Use of biodiesel is under consideration for the council fleet as a starting point. (See action 4)	c) No additional comments.	c) All diesel vehicles in the council fleet are now using a 5% biodiesel mix. Additionally, a small scale pilot scheme is up and running in the London Borough of Brent where used cooking oil is being processed for use as biodiesel. As part of this project, the opportunities for expanding the scheme into other west London boroughs will be investigated.
2. Provide incentives for use of alternative fuels	From Summer 2003 onwards	a) Continued to publicise information on the location of LPG refuelling stations in the borough and details of grant schemes. The feasibility of offering parking permit discounts to residents with cleaner vehicles is to be considered.	a). Difficult to assess – BP does not like to provide sales figures due to commercial confidentiality. The Energy Saving Trust's Powershift and CleanUp grants schemes have also closed. If a discount parking permit scheme is introduced, this can be monitored.	a) New EST grants schemes are under consideration and awaiting approval.	a) The new council administration is in favour of introducing a discount parking permit scheme for low emission vehicles. Details of which vehicle types will qualify and how the scheme will be administered are under discussion. Powershift and CleanUp grant schemes scrapped.
3. Promote travel plans to encourage a switch to low emission vehicles	Ongoing from 2002 for the duration of the AQAP	a) Funding for the Travel Plan Co-ordinator post has been extended until March 2008.	a) The number of local businesses and other organisations with travel plans, or developing travel plans (as part of planning agreements) = 23. Emphasis so far has been on alternative modes of transport.	a) Emphasis so far has been on alternative modes of transport.	a) Low-emission vehicles are promoted through the travel planning process, though with limited success. The council uses its own rickshaw as an example of what kinds of an alternative, lower/no emission vehicles are available.
4. Reduce emissions from the council fleet	Ongoing from 2002	a) The council continues to use a high number of electric and LPG fuelled vehicles in the fleet. Most vehicles still run on diesel, although most of these meet the good Euro II/III emissions standards. The council is part of a larger consortium that buys its	a) Currently, there are a total of 433 vehicles in the council's fleet, of which 23 are electric and 73 are dual fuel LPG/Petrol vehicles.	a) The GLA fleet survey identified the use of bio-diesel as one possible method of reducing PM10 emissions from the council's diesel fleet. Bio-diesel is also considered to be the best option to reduce emissions of CO ₂ .	a) As mentioned above, biodiesel has been adopted for use by the council's fleet. The fleet has been reduced since the last review and there are now 22 electric vehicles in use and 30 LPG.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
		fuels from a single supplier. Consideration is being given to including bio-diesel as a fuel when the next fuel supply contract is negotiated in April 2006.			
5. Seek a reduction in emissions from the bus fleet	To be agreed with TfL and bus operators	a) Council officers continue to liaise regularly with TfL representatives and bus operators.	a) All 8000 buses in the London bus fleet will have engines meeting Euro II emission standards or better, plus particulate traps, by December 2005. This should result in around a 90% cut in fleet emissions of fine particles, carbon monoxide and hydrocarbons per annum compared with 2000.	a) Zero emission fuel cell buses continue to run London as part of an EU-wide trial of hydrogen vehicles. This year the first hydrogen refuelling station in the UK was opened as part of the scheme.	a) TfL have no immediate plans to extend the use of hydrogen powered buses into Hammersmith and Fulham but newer vehicles which are being progressively introduced have lower emissions.
6. Encourage the use of vehicles with smaller, more efficient engines	From Summer 2003 onwards	a) Produced a public information leaflet (Drive Down Pollution) which included information on benefits of smaller vehicles. Information also appeared in HFM, the council web site and information poster. Also distributed at events such as the west London Green Festival etc.	a) The information leaflet encourages people to consider smaller, more fuel efficient vehicles and provides contact information on how to obtain the Environmental Transport Association's 'Car Buyer's Guide' to compare the fuel economy of a range of vehicle types. (www.eta.co.uk/news/car-buyers-guide.asp)	a) No additional comments.	a) Leaflet is still in circulation and similar information is available on the council's air quality webpages. The Environment Services Department has use of a Smart car for council business which is used for site visits etc and is a visual reminder to people that such small, efficient cars are ideal for city driving conditions.
7. Seek to reduce emissions from larger vehicles (Low Emission Zone)	The report on the outcome of the LEZ feasibility study is due in mid 2003. Implementation of any scheme would need to	a) LBHF were represented on the LEZ steering committee as part of west London AQ cluster group. The final LEZ report was published in July 2003. We have also taken part in discussions with the GLA/TfL alongside other	a) The TfL Board has now given budgetary approval for the Londonwide LEZ scheme. Statutory consultation is underway with the London Assembly and GLA Functional Bodies on proposed draft amendments to the Mayor	a) A full public consultation is expected in 2006 and the earliest the scheme could 'go-live' is early 2008. The LEZ is expected to target emissions from the worst polluting lorries, coaches, buses and taxis.	a) The council submitted a full consultation response to TfL on their LEZ proposals. Concerns were raised about the potentially high costs that could be incurred in achieving relatively modest air quality benefits. TfL will report to the Mayor on the results of the consultation in summer 2006. If he decides to proceed with the LEZ, there would be an opportunity to comment on the details of the

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
	be co-ordinated with other participating boroughs etc	boroughs.	of London's Transport and Air Quality strategies to allow for the proposed LEZ.		scheme in late 2006. The earliest possible date for implementation of the proposed LEZ would be early 2008.
8. Seek to reduce emissions from badly maintained vehicles	Roadside testing is likely to start in 2003 Implementation to be co-ordinated with other participating boroughs.	a) Took part in the London-wide vehicle emission testing scheme 2003/04. However, the scheme was not funded to continue in 04/05.	a) During 2003/04, 10 days of testing were carried out. 468 vehicles were tested, out of which 12 failed the emissions test. Information, including details of where emission tests could be carried out at a discount, was publicised on the council's website and in a press release. No tests conducted in 04/05 due to lack of funding.	a) No further comments.	a) No further testing carried out, but VOSA (formerly known as the Vehicle Inspectorate) contact details obtained to discuss inclusion of emission tests in their roadside vehicle inspections.
9. Encourage more environmentally friendly driving behaviour	Implementation to be co-ordinated with other participating boroughs. Aim for summer 2003	a) Complaints about drivers unnecessarily running their vehicle's engine whilst parked are investigated as and when they are made by residents. Our public information leaflet includes information on reducing emissions through improved driving style such as switching the engine off to avoid unnecessary idling.	a) Issue of buses with engines running unnecessarily at the new bus stand off Uxbridge Road in Shepherd's Bush has recently (Nov 05) been investigated and taken up with bus operators. Buses at Hammersmith Grove have previously been monitored for this type of activity.	a) No further comments.	a) No further complaints about this issue. Operating a watching brief and will take action if further complaints arise.
10. Seek a reduction in emissions of small particles from construction sites	Ongoing from 2002 for the duration of the AQAP	a) Complaints of dust nuisance investigated as and when reported.	a) Informal warning/advice usually effective in securing improvements. 11 complaints investigated and resolved over the last 12 months.	a) No further comments.	a) 18 Complaints were received since the last review. All were resolved. One notice was served.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
		b) Large scale developments are required to submit a construction code of practice, which will include measures on minimising dust emissions.	b) The development of the new Powerday waste transfer site on Old Oak sidings is being done under a construction code of practice and dust management plan (for construction and operation).	b) No further comments.	b) Continue to require a construction code of practice, including measures to minimise dust emissions.
11. Seek a reduction in emissions from domestic and commercial properties	Ongoing from 2002 for the duration of the AQAP	<p>a) Annual home composter promotion continued in 04/05 and the garden waste collection scheme was expanded to run for a longer period.</p> <p>b) Complaints about smoke from domestic /commercial properties are investigated as and when they are received.</p> <p>c) The council continues to use 'green electricity' contracts to reduce emissions from council buildings, particularly of CO₂.</p>	<p>a) 159 home composters sold in 04/05 and a further 83 sold since May 2005 - bringing the total number distributed to just over 2,800. The green waste collection scheme collected 220 tonnes of garden waste from May to September 2005.</p> <p>b) Informal warning/advice usually effective in securing improvements. 43 complaints received and investigated in the last 12 months.</p> <p>c) Using DEFRA guidelines, it has been calculated that the council is currently saving 8,330 tonnes of CO₂ a year.</p>	<p>a) Diverting this waste into composting or collection helps prevent its disposal by bonfire.</p> <p>b) No further comments.</p> <p>c) No further comments.</p>	<p>a) 196 home composters sold in 04/05 and 184 in 05/06- bringing the total number distributed to 2938. A new home compost promotion commenced in May 2006. The green waste collection scheme collected 299 tonnes of garden waste from May to November 2005 and 166 tonnes from April to mid June 2006.</p> <p>b) 40 Complaints were received and investigated since the last review. 23 of these were duty calls which received a three hour response. Advice was given and improvements secured. No notices were served.</p> <p>c) Continue to purchase 'green electricity' and save CO₂ emissions. Currently taking part in CIBSE awareness raising campaign on energy use and energy efficiency and plan to carry out energy audits at the 10 main council offices.</p>
12. Seek to control and minimise emissions from industrial premises	Ongoing from 2002 for the duration of the AQAP	a) Complaints of smoke emissions investigated when reported.	a) No complaints received	a) No further comments.	a) 3 Complaints were received about smoke from commercial chimneys and resolved successfully.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
REDUCING THE NEED TO TRAVEL					
13. To sustain and improve town and local centres, local facilities and employment areas	UDP review to be complete in 2003	a) UDP alterations adopted in August 2003. Work has now started on the Local Development Framework which will replace the UDP.	a) Various issues and options for policies in the LDF have been identified for consultation. The issue of sustaining/improving town centres to reduce the need to travel etc will remain a key aim.	a) No additional comments.	a) Consultation on issues and options to be considered in the LDF took place from October 2005 until January 2006. Preferred options consultation is scheduled for November 2006.
14. Seek to reduce the air quality impact of new development	Ongoing from 2002 for the duration of the AQAP	a) UDP policies are applied as and when required to ensure developments to not have any adverse impacts on local air quality. Where necessary conditions have been attached to planning approvals or s.106 agreements made to require Travel Plans or improve public transport facilities. b) Air quality and land use guidance has previously been prepared for internal use by Development Control. These are about to be reviewed to incorporate information from a West London commissioned study on air quality/land use policy.	a) Air quality assessments are carried out for major developments and mitigation measures proposed if there is a need to reduce impacts. Assessments have been completed for large developments such as Imperial Wharf, Lots Road, Hammersmith Hospitals and the BBC. More recently air quality and traffic assessments were carried out for the Powerday application. b) LBHF guidance is in use by Development Control officers. Once the new guidance has been prepared this will be presented to officers and distributed for their use.	a) The potential air quality impact of new developments will be considered in drafting the LDF which will eventually replace the UDP. b) Transport policies in the UDP state that developments will only be permitted if, in relation to their location and scale, they are accessible by a range of means of transport.	a) Ongoing consideration of air quality assessments, particularly for major developments. Mitigation measures required where necessary. b) Updated guidance not yet prepared, but still planned as part of a wider programme of briefing and training of planning officers on environmental issues.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
ENCOURAGING A SWITCH TO LESS POLLUTING FORMS OF TRANSPORT					
15. Promotion of bus services	Ongoing from 2002 for the duration of the AQAP	a) Continuing liaison with TfL on the provision of new bus services in the borough.	a) No recent additions to the new routes previously reported (272, 430, and 148. Route 391 extended to Imperial Wharf and frequency of C3 increased). However, all buses operating in the borough are accessible now.	a) No further information.	a) The council continues its involvement with the London Bus Priority Network and will further facilitate its continued success by preparing, or assisting in the preparation of bids for funding.
16. Promotion of other forms of public transport	Ongoing from 2002 for the duration of the AQAP	a) Continued to work in partnership with TfL on the development of the West London Tram scheme and with rail operators on new West London Line stations at Shepherds Bush and Imperial Wharf.	a) The tram public consultation was carried out in summer 2004. The revised timetable for depositing a Transport and Works Act Order application for the West London Tram is now summer 2006. The West London Line stations are now programmed to open in mid/late 2006.	a) The delay to the TWO applications is to allow TfL to have a detailed look at some of the traffic management issues raised in the public consultation.	a) Shepherds Bush station is currently under construction and design work is proceeding on Imperial Wharf station. Both stations are due to open in early January 2007. The new council administration does not support the west London tram scheme. If it goes ahead we will work with TfL to minimise the impacts.
17. Promotion of cycling	Ongoing from 2002 for the duration of the AQAP	a) Continued to implement cycle lanes and facilities throughout the borough.	a) Cycle lanes implemented as part of London Cycle Network plus, in New Kings Road, Wandsworth Bridge Road, Putney Bridge and Shepherd's Bush Green. Cycling is promoted in new developments through the requirement to install cycle parking.	a) We have one of the highest rates of cycling in London, over twice the London average for journeys to work, 18% of borough residents cycle at least once a week and a further 13% cycle occasionally.	a) The council has continued its involvement and co-operation with LCN+ and LCN, and will continue to consider the needs of cyclists with respect to any new development.
18. Promotion of Walking	Ongoing from 2002 for the duration of the AQAP.	a) Walking Strategy now adopted and in the transport Local Implementation Plan.	a) Walking route improvements have been carried out in Fulham, Shepherds Bush and	a) Modal share for walking: 44% of education journeys, 20% of retail and leisure journeys 12% of work	a) The council has continued to promote walking as a viable means of travel through the provision of further improvements to facilities for pedestrians. This includes consideration of streetworks guidance, further traffic management measures i.e.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
			Hammersmith Town Centres (including Lyric Square and King Street). b) The Walkwell scheme previously reported is not so active now as the funding for the Co-ordinator's post ended.	journeys by borough residents. b) The Walkwell scheme promoted 10 'local walks for health' schemes in the borough.	Home Zones and a range of other measures aimed at providing an environment that is accessible, and highly conducive to the needs of all pedestrians. b) No change.
19. Encourage a reduction in car use for the journey to school	Ongoing from 2002 for the duration of the AQAP	a) Funding for the Travel Plan Co-ordinator post has been extended to March 2008. Continued to promote school travel plans through the work of the Travel Plan Co-ordinator and encourage cycling/walking to school through highways improvements.	a) 4 out of 78 schools have produced a TfL approved School Travel Plan (5%). Another 33 (42%) are in the process of producing travel plans. On target to meet TfL's targets.	a) Current TfL targets for this work are as follows: 40% of schools should have approved travel plans by March 2006 (31/78 schools); 100% of schools should have approved plans by December 2009.	a) 26/78 (33%) of local schools now have a TfL approved School Travel Plan. Two schools which did their STP a year ago have now just completed their annual reviews, their new survey results are encouraging: St Augustine's Primary: pupils coming by car is down 30% (77-54) walking is up 20% (88-106) cycling is up 50% (6-9) bus use is up 36% (19-26) Kenmont Primary pupils coming by car is down 26% (61-45) walking is up 19% (112-133) cycling is up 300% (1-4)
20. Encourage a reduction in car use for the journey to work and business trips	Ongoing from 2002 for the duration of the AQAP	a) As above: Funding for the Travel Plan Co-ordinator post has been extended to March 2008.	a) The number of local businesses and other organisations with travel plans, or developing travel plans (as part of planning agreements) is 23 (includes major employers such as the BBC, Hammersmith Hospital and Sotheby's Exhibition Centre at Olympia).	a) No further comments.	a) iTRACE is now in use by the council; this allows the more effective management of business travel plans that have been secured through the planning process. In addition, TfL have been preparing Development Control Guidance specific to Travel Plans which will allow London Borough's to enforce their conception, development and monitoring within a legal context.
21. Control provision of on and off street parking to deter car commuting into and within	Ongoing – parking best value review to be complete by mid 2003	a) On street parking controls extended and now there are Controlled Parking Zones in all but the far north of the borough. Further consultation to be carried	a) The present "small zone" system is regarded as effective in preventing 'inter-borough' commuting. controlled parking being extended in some areas.	a) No additional comments.	a) The new council administration is in the process of deciding its priorities on parking.

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
the borough		<p>out on extending CPZ in the College Park area.</p> <p>b) Off street parking controlled by parking standards in the revised UDP.</p>	<p>b) Parking standards applied to new developments to ensure adequate provision without increasing 'parking stress'.</p>	<p>b) No additional comments.</p>	<p>b) As previously reported.</p>
22. Encourage freight to be transported in a sustainable manner	2004	<p>a) Participation in West London Freight Quality Partnership.</p> <p>b) Funding for freight modal split study obtained from TfL.</p> <p>c) As part of the Clear Zone project, a survey is being carried out into demand for sustainable home deliveries</p>	<p>a) Pilot "sustainable delivery" schemes have been implemented around Heathrow & Ealing as part of the WLFQP.</p> <p>b) Summary of main survey results: Mainly operators working for the supermarket chains that have formal green transport policies. Others were not aware if they existed within their company. Most operators have had vehicles retrofitted with devices to reduce exhaust emissions, although most operators had not explored the use of electric delivery vehicles. The majority of operators did not have any concerns regarding the possible implementation of a London LEZ, although 40% were unsure how the scheme would affect them.</p> <p>c) 3 bicycle rickshaws have been purchased for potential use in such a scheme. One has already</p>	<p>a) No further information.</p> <p>b) Work on highlighting issues for further work is ongoing.</p> <p>c) No further comments.</p>	<p>a) The council also continues to work with the WLFQP with a view to improving sustainability in the freight transport sector.</p> <p>b) Peter Brett Associates were commissioned to carry out a general freight study and a Home Delivery Scheme feasibility study. A meeting was held with PBA, Borough representatives and members of the freight distribution business community on May 25th 2006. This was a general discussion of the issues surrounding sustainability and freight and PBA are going to continue working towards the development of a scheme aimed at improving the supply chain in the Borough, with the aim to stimulating improvements in terms the environmental effects.</p> <p>c) See comments above</p>

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
		in the Brook Green / Addison wards.	been used by the council to transport mail / goods.		
MAKING MORE EFFICIENT USE OF ROAD TRANSPORT					
23. Encourage car sharing	From Summer 2003 onwards	a) Signed up to SWELTRAC and WLTS 'Share the Car' scheme. There are also two car clubs operating in the borough with cars stationed at a number of locations – e.g. Fulham Broadway.	a) Share the car software installed Spring 2004. Car share scheme is up and running.	a) No additional comments.	a) No additional comments.
24. Discourage short journeys	From Summer 2003 onwards	a) See 21 above. Also participated in events such as the West London Green Festival and the Good Going week events 2001/02/03/04/05 where information and advice on other forms of transport has been made available.	a) The "small zone" system mentioned under action 21 discourages intra-borough car journeys.	a) No additional comments.	a) The discouragement of short journeys is at the heart of the travel planning process, and to date, the school travel planning process has generated a positive modal shift, with fewer short journeys being reported after a year of implementation.
OTHER MEASURES TO REDUCE ROAD TRAFFIC AND EMISSIONS					
25. Reduce the amount of road traffic in residential areas and town centres	Ongoing from 2002 for the duration of the AQAP	a) Continued implementation of Home Zones and pedestrianisation schemes. b) UDP has policies on car parking, plot ratio and density designed to limit the amount parking in new	a) T the Brook Green Clear Zone has been completed as has the pedestrianisation of Lyric Square. Pavement widening improvements are nearing completion in King Street. The Sawley Road Home Zone has been extended to cover a wider area b) Policies being applied as and when appropriate.	a) A bid for funding from TfL has been made in the council's BSP to set up other Home Zone schemes in other parts of the borough. b) No additional comments.	a) The Wormholt 20mph zone was completed in March of 2006 and further to this, the Old Oak, Cathnor Road, NDC North and Sands End 20mph zones have been scheduled for completion in 2006-07. b) No additional comments

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
		developments.			
26. Promote the use of trees to help improve local air quality	Work on the Biodiversity Action Plan will begin in early 2003	a) The Biodiversity Action Plan (BAP) adopted in May 2004. The UDP also has a tree planting policy.	a) The BAP includes reference to tree's pollution filtering characteristics. UDP Policy EN26 Tree Planting seeks to ensure that the council will endeavour to plant new trees whenever possible and will expect developers to plant trees where appropriate. (173 trees planted as part of the council's own tree planting scheme in 04/05).	a) For some development sites, where planting etc is planned as part of the soft landscaping developers may be advised to investigate the use of vegetation/trees as a barrier helping to filter out pollution.	a) A total of 343 trees were planted in winter 2005/06, including 50 new trees on Wormwood Scrubs.
27. Reduce the amount of traffic on the A4 and A40	From Summer 2003	a) Previously liaised with GLA/TfL on this issue to clarify if the A4 and A40 are regarded as priority roads for traffic reduction measures.	a) TfL are concentrating on 'network management duty' which relates more to keeping traffic moving rather than reducing traffic flows. The review of the Mayor of London's strategies on Transport and Air Quality may provide an opportunity to formally raise this issue again.	a) TfL Road Network only makes up 5% of the road network in London but carries over 25% of the traffic. In LBHF, the 2 busiest roads, the A4 and A40 are part of the TLRN.	a) No further information available.
MEASURES TO RAISE AWARENESS OF THE LINKS BETWEEN AIR QUALITY AND HEALTH					
28. Provide information to allow people to make informed choices about travel behaviour	From Summer 2003 onwards	a) Produced 'Drive Down Pollution' leaflet on cutting pollution from car use and other publicity material.	a) Leaflet sent out to libraries, information centres and adult education centres. Also used at events such as the West London Green Festival and Good Going week. Leaflet also printed in HFM and the air quality website. 'Leave your car at	a) No additional comments.	a) Events such as the west London Green Festival continue to be used to promote green transport information. No additional comments

Action Plan Measure	Original Timescale	Progress with Measure (as reported in 2005)	Outcome to Date (as reported in 2005)	Additional Comments (as reported in 2005)	New Progress, outcomes and additional comments for 2006
			home' adverts were also placed on bus backs.		
29. Provide information to allow people to make informed choices about reducing pollution from domestic activities	From Summer 2003 onwards	a) Originally intended to combine information on pollution from domestic activity with pollution from car use, but these 2 issues were separated.	a) Information on cutting pollution from car use was produced, but production of domestic emissions information leaflet was carried over into 04/05. Currently in draft form and intended to go in HFM in early 2006.	a) No further comments.	a) Indoor air pollution information not published yet, but redrafted and updated. Decision to be made on the most appropriate place to publicise and timing,
30. Continue to monitor air quality and make information available	Ongoing from 2002 for the duration of the AQAP	a) Monitoring continued to be carried out at 23 sites around the borough for 5 different pollutants – nitrogen dioxide, small particles, sulphur dioxide, benzene and PAHs. Monitoring data continues to be made available via the council's AQ website and the London Air Quality Network website.	a) Exceedences of NO2 and PM10 objectives were measured, but targets for benzene and sulphur dioxide were met. In 2004, at Hammersmith Broadway exceedences of the NO2 annual mean target (79ug/m3 recorded compared to a target of 40ug/m3) and the hourly mean target (28 exceedences recorded compared to a target of 18) were measured. Targets for PM10 were met, as were the targets for sulphur dioxide. Both NO2 and PM10 targets were met at the Brook Green site. At the 20 other sites where just nitrogen dioxide is measured, 15 exceeded the target. The benzene targets were met at all monitoring sites.	a) Current data for 2005 suggests that a similar pattern of exceedences is expected. 2004/05 results are an improvement on 2003, which was one of the worst years for several years in air pollution terms – mainly due to the weather conditions experienced (long periods of still, dry conditions allowing pollutants to build up).	a) For 2005/06, objectives were met for benzene and sulphur dioxide, but exceedences were measured for NO2 and PM10. Further information on how current levels compare to past measurements is included in the Air Quality Progress Report.